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REPORT

—OF—

J. W. Andrews, Chf. Eng. & Supt.

MIDLAND N. C. RAILWAY,

—ON THE—

CONDITION OF THE A. & N. C. RAILROAD,

THE IMPROVEMENTS AND EXPENDITURES

UPON SAME BY LESSEE COMPANY FROM JULY 1ST, '81, TO OCT. 31ST, '82,

—INCLUDING—

Reports of Experts Hogg & Manly,

—OF—

A. & N. C. RAILROAD & M. N. C. RAILWAY,

Master Machinist Manly,

Road Master Murdoch, and Book-Keeper Dill.

NEWBERN, N. C.

N. S. Richardson, Book and Job Printer.

1882.

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REPORT OF J. W. ANDREWS,
CHIEF ENG. & SUPERINTENDENT,
ON CONDITION OF ATLANTIC & N. C. R. R.,
INCLUDING REPORTS OF OFFICERS AND EXPERTS.*

MIDLAND N. C. RAILWAY CO.,
New-Berne, Nov. 22, 1882.

WM. J. BEST, Esq., *President M. N. C. Railway Co.:*

SIR:—Within the past month Gen. W. Gaston Lewis, an Engineer in the employ of the Atlantic and North Carolina Railroad Company, has walked over the line from Morehead to Goldsboro and made a report as an Expert on "the true condition of the A. & N. C. R. R. at the present time." That report has been published in pamphlet form for gratuitous distribution and printed in one or more of the newspapers.

In consequence of the publication of this report, to obtain which the most secret and extraordinary means were resorted to, its inaccuracies, misstatements, gross exaggerations, and ignorant if not willful falsehoods, I, in justice to the Stockholders of the A. &. N. C. R. R., the public, the Midland Company, myself, and associate officers, beg to submit a detailed report of the actual condition of the road, the improvements and expenditures that have been put upon it by the Midland North Carolina Railway Company since the date of the lease, July 1st, 1881.

From the "Summary" of Expert Gen'l W. Gaston Lewis, I quote here as follows:

"The details of this report, covering the section forming the First Division, from terminus of the road at Morehead City to New-Berne, show that it is in no safe condition to run trains over. I think a speed of more than ten miles an hour over this division of the road would endanger life and property. The rails on this division are generally good. Trent River bridge is reported in bad condition and details given. The details show generally a good road bed, in places too narrow, and ditches need cleaning out in the cuts. Between New-Berne and Morehead the right of way has not been kept cleaned out as it should be. They also show that forty-two thousand two hundred and sixty good heart cross ties are needed in the road as soon as they can be put in, and that nearly as large a number will be necessary during the ensuing twelve months. The ties on sections five to eight inclusive are three feet from centre to centre. They should be two feet.

*On page seven "New Fish Cars have air-brakes" was a clerical error in the preparation of this Report.

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"There are about twelve thousand sap ties in the road between Goldsboro and Morehead. These will have to be replaced with good heart ties in the course of two years, as that is the life-time of such timber, even under favorable circumstances. The motive power is overtaxed and run down. Some of the most important bridges are in bad order, and numerous culverts and cattle guards are in bad condition, some dangerous. There is a notable deficiency in the spikes and they are not driven to hold the flanges of the rails, as they should be held. The culverts are mostly of brick, and the brick work on all, except a few, is in first rate condition. Most of the rolling stock is in very fair condition.

"The rails are generally very good. On portions of the road a number of joints are laminated badly, and some of the rails are crushed, but this iron with proper attention and putting in a few miles of new rails, so that the remainder can be repaired, will do service for many years, provided locomotives of not too heavy weight be run over it. Your road cannot be operated through the approaching winter unless the ditches in the cuts be cleaned out to some extent, culverts, cattle guards and bridges repaired, and a large number of new ties put in the track"

Paragraph 3 of the lease reads :—

"The party of the second part (M. N. C. Railway Co.) further covenants and agrees that during the term hereby granted it will at its own cost, risk and expense maintain and keep the aforesaid railroad, together with all the property, real and personal thereunto appertaining or belonging, hereby demised by the party of the first part, *in as good condition and repair as at the date hereof;* and at the end of said term of thirty years, or the earlier termination of this lease to return to the party of the first part or its successor, said railroad and property, all and every part thereof or like things, *in as good condition as when the same was delivered to the party of the second part.*"

Dr. Thos. D. Hogg is the Expert of the A. & N. C. R. R. Co. under the Midland lease, as he is the Expert of the N. C. R. R. Co. under the Richmond and Danville lease. I beg to submit here the official report of Dr. Hogg of date of August 25, 1882:—

LETTER FROM DR. HOGG:

Col. JOHN D. WHITFORD, President. &c. :

Dear Sir:

I herewith enclose the report of Mr. Manly and myself as experts for the present year.

We have agreed that the lessee is maintaining the property fully up to the requirements of the lease, for, in fact, he could not use to advantage a progressive property like a railroad by permitting it to remain in the same condition in which he received it, and so maintain it for thirty years.

It is very evident that there is an error in the last inventory, as

printed, in valuing the axles on hand at $2,475.28. It must have been the value of material in machine shops. We do not agree as to some of the values fixed by our predecessors; but, inasmuch as our valuation could not alter the lease, we did not think it necessary to refer them to an umpire.

Mr. Manly holds, with the experts of 1881, that the iron is so worn that, in view of a heavier rolling stock and increased traffic, the iron should be valued as scrap, less the cost of taking up and marketing it—that is to say—$27, less $6 to cover cost of selling it, which leaves $21 per ton. From this I dissent. This iron is of the same quality as that placed on the N. C. R. R. in 1855, which was bought at a time when the facilities for mixing ores were not perfected, and it has a toughness that is equal to some of the steel rail of to-day. The iron on the N. C. R. R., of the same quality, has been subject to a more trying soil, greater curves, stiffer grades and much greater traffic, heavier trains and higher speed, and to-day there is on that road sixty (60) miles of the iron put down in 1855, two years earlier than that on your road. Some lots of iron put down on the former road since the war are worn out and gone. I am of opinion that by the addition of four (4) per cent. of steel rails and fish plate annually, and with competent section masters, this iron will stand any traffic that will be required for years to come.

This statement of facts is offered to the stockholders of your road in order that they may know the value of their property, in case they should make another lease. The party wishing to lease may point out that your own expert has said that this iron is only scrap, and, therefore, the track would require relaying very early. From this I entirely dissent.

The road bed and superstructure is in better condition than is generally supposed.

The warehouse at Morehead cost $46,483. It is evidently a mistake to value it at $3,000; but how we are to correct it now, so as to affect the lease, I do not know, the value having been fixed by the experts at the time the property was turned over.

The warehouse and dock, Neuse River, brick, and wharf at Newbern cost $18,574, and was valued at $2,500. In our report we have agreed that the repairs on this property are worth $2,700.

I specify these items to impress the fact that I do not wish to be understood as assenting to the values fixed by the former experts.

THOS. D. HOGG,
Expert for A. & N. C. R. R.

August 25th, 1882.

"The undersigned, experts, respectively, on the part of the Atlantic & North Carolina Rail Road Company and the Midland North Carolina Railway Company, respectfully report:

"That on the 27th day of July, and on the 24th day of August, A. D. 1882, they traveled over the entire length of the A. & N. C. R. R., and inspected the condition of the track, rolling-stock, &c.

"They find the road-bed in good order, except that it needs ditching and weeding, and it is their opinion that the sections are too long and that the number of section hands should be increased.

"The cross-ties West of Newbern are sufficient in number, but should be more carefully selected as to quality; and East of Newbern there is not a sufficient number of them.

"The bridges are all in good order.

"Scott's Creek bridge has been retinned and painted; Batchelor's Creek bridge has been rebuilt; Core Creek bridge has new sills. Jack Smith's Creek bridge has also been retinned and painted; the draw in Trent river bridge has been repaired, and so has been the draw in Neuse river bridge; and they recommend that heavy rails be placed on Trent river bridge to replace those now in use, which are too light; Stoney Creek bridge has been retinned, repaired and repainted.

"New piling is being placed in the approach to the warehouse at Morehead.

"A new depot building has been erected at Wildwood station, costing one hundred and fifty (150) dollars.

"At New-Berne a new wharf 40x150 feet has been built at a cost of two thousand seven hundred dollars ($2,700.00); the old wharf has been entirely rebuilt at a cost of five hundred and fifty dollars ($550.00); a new platform to the river warehouse cost one hundred dollars ($100.00).

"New dwelling house for agent cost two hundred and fifty dollars ($250.00); new car shed 50x125 feet cost twelve hundred dollars (1200.00); to present time; repairing foundry roof, machine shops and round house cost five hundred dollars ($500.00); new paint shop 25x75 feet cost five hundred dollars ($500.00); new station cost up to this time two thousand five hundred dollars ($2,500.00); and new offices for rail-road purposes cost five hundred dollars ($500.00). The old depot at this place, which was valued in your last inventory at two thousand five hundred dollars ($2,500.00), has been torn down and removed.

"New station at Dover cost one hundred and fifty dollars $(150.00). A new bridge tender's house has been erected at Neuse river bridge at a cost of three hundred and fifty dollars ($350.00).

"The warehouse and platform at La Grange have been repaired.

"At Goldsboro' the warehouse has been re-tinned and the platform renewed; a new cotton platform 30x150 feet has been erected at this place at a cost of three hundred and fifty dollars ($350.00).

"The timbers have been renewed in the turn table at Morehead.

"Water-tanks have been repaired and housed in at Newport, Core Creek, Kinston and La Grange; and at Goldsboro a new tank and well, the latter bricked up, has been built and housed in at a cost of nine hundred and fifty dollars ($950.00).

"The iron rails are in good condition and better than they expected to find them. Mile number thirty-eight (38) has been laid with new steel rail and fish plate; and they are of the opinion that the iron complies with the terms of the lease to-day: but they recommend that four

hundred (400) tons of new rails be placed in the road during the coming year, and the rails taken up will supply repairing rails for the remainder of the track.

"They accept the last inventory of the furniture and tools in the depots. Road Master's and Master Machinist's departments as their report of this year.

"In the Master Machinist's department there is material on hand valued at $5,201.45 and an engine No. 1, Bragg, on which $2,500 has been expended in rebuilding. This engine was denominated "scrap" in the last inventory.

"There is $500 worth of new iron now on hand to build a new boiler and tank for engine No. 2.—Chas. F. Fisher.

THE ROLLING STOCK—ENGINES:

Lewis Coleman, No. 9, built 1855, rebuilt 1881, 28 tons.

U. S. Grant, No. 7, built 1860, 24 tons.

John Stanly (air brake), No. 4, built 1857, rebuilt 1879, 20 tons.

Wm Gaston (air brake), No. 6, built 1857, rebuilt 1878, 22 tons.

W. J. Best, No. 8, built 1862, rebuilt 1875, 28 tons.

J. D. Whitford, No. 3, built 1857, rebuilt 1878, 20 tons.

The Lewis Coleman has been increased in value $2,000 over last estimate. The other locomotives remain of the same value as then given, except numbers 4 and 5, the increased value of which, by reason of the addition of the air brake, they estimate at $400 each. Mileage:—Total, for eleven months ending May 31st, 1882, 143,852 miles.

FLAT CARS:

No.	No.	No.	No	No.	No.	No.
40	45	48	18	54	57	64
42	46	49	52	55	59	65
44	47	50	53	56	60	66

Three flat cars, numbers not known, have been condemned and broken up since last inventory. Value same as last year; but a large number have been repaired and improved by new wheels and axles.

SHANTY CARS:

Numbers 1 and 2 same value as last year. Box car, No. 33, has been converted into a shanty car.

BOX CARS:

No.	No.	No.	No.	No.	No.
20	23	26	29	32	36
21	24	27	30	34	37
22	25	28	31	35	38

Same value as last year. No. 39 not found; think it was an error in last inventory. Nos. 70, 71, 72, 73, 74 and 75 have had new wheels placed under them.

NEW BOX CARS:

Numbers 76, 77, 78, 79, 80, 81, 82 and 83 are valued at $450 each, and have been placed on the road since the last inventory; also, Nos. 84 and 85, new fish cars, with galvanized iron floors, valued at $500 each.* New

Gondola cars, Nos. 203 and 204, are valued at $400 each. New flat cars, Nos. 200, 201 and 202, are valued at $350 each. All of said new cars are marked "A. & N. C. Division."

Baggage Cars:

No. 1, repaired and repainted.
No. 3, being " " "
Same value as last inventory. except additional $150 to each for air brakes; and also $150 to No. 3 for Janney platform and buffer.

Passenger Cars—Second class:

No. 9, rebuilt, air brakes, $1,200 increased value.
No. 5, same value as last year.
No. 7, " " " " "
No. 4, " " " " "
No. 8, repaired, air brakes, $150, increased value.
No. 2, same value as last year.

Passenger Cars—First class:

No 10, new, air brake, Janney platform and buffer, valued at $3,500.
No. 11, new, air brake, Janney platform and buffer, valued at $3,500.
No. 12, "Enterprise," new, officers' car, have not agreed as to value; have referred same to Capt. John F. Devine, as umpire: and we await his valuation thereon.

THOS. D. HOGG,
Expert for A. & N. C R. R.
BASIL MANLY,
Expert for M. N. C. Railway Co.

Since signing the above we have agreed to accept Capt. John F. Devine's valuation of the Enterprise, that is $4,600.

THOS. D. HOGG.
Expert for A. & N. C. R. R.
BASIL MANLY,
Expert for M. N. C. Railway Co.

Summary of Messrs. Hogg and Manly's Report.

Road-bed in good order.
Sufficient cross-ties West of New Berne; East insufficient, and for permanency and economy better quality recomended.
Bridges all in good order.
Scott's Creek Bridge re-tinned and painted.
Batchelor's Creek Bridge re-built.
Core Creek Bridge new sills.
Trent River Draw repaired.
Neuse River Draw repaired.
Heavier rails wanted on Trent Bridge.
Stony Creek Bridge re-tinned, repaired and painted.

New piling in approaches to Morehead Warehouse.	
New Depot Building at Wildwoood	$ 150.00
50x150 Wharf at New Berne	2,700.00
Old Wharf rebuilt	550.00
New Platform to New Berne Warehouse	100.00
New house for " Agent	250.00
New Car Shop (to date of report)	1,200.00
New Paint Shop	500.00
Repairs to Foundry roof, Shops and Round house	500.00
New Station Building (to date of report)	2,500.00
New Supt's Office " " "	500.00
New Station at Dover	150.00
Bridge Tender's house at Neuse Bridge	350.00
Warehouse and Platform at LaGrange repaired	
Goldsboro' Warehouse and Platform repaired	
New 30x150 Platform at Goldsboro'	350.00
Timbers renewed in Morehead Turn-table	
Newport, Core Creek, Kinston and LaGrange water tanks repaired and housed in.	
New Tank and Well at Goldsboro'	950.00
Iron rails on line in good condition.	
Mile No. 38, new steel rails.	
Iron complies with terms of lease.	
Tools of same value as last year.	
New material on hand in shop	5,201.45
Expended on Scrap Engine "Bragg" (to date of report)	2,500,00
New iron for boiler to "Fisher"	500.00
Engines all remain of same value except Lewis Coleman, increased $2000 and Nos. 4 and 6 $400 each	2,800.00
Old Flat cars kept to same value	
Old Box cars kept up to same value.	
Eight new Box cars $3,600; Two new Fish cars $1,000; Two new Gondola cars $800; Three new Flat cars $1,050 :	
Total for new freight cars by M. N. C. Railway	6,450.00
Two Baggage cars improved $150 each	300.00
Six Second-class improved	1,350.00
Two new first-class cars	7,000.00
New official car [valued by Capt. Devine]	4,600.00
* New Fish cars have air brakes	300.00
Total :	$ 41,751.45

REMARKS.

Thus we have, by report of Experts Hogg and Manly $41,751.45, expended by the Midland Company in new work, material and repairs at stations, on wharves, shops, &c., from Morehead to Goldsboro; increased value of Engines and cars by improvements, additions and repairs,

and new rolling stock built and put upon the road by this Company, exclusive of mile 38 of new steel ($5,280). The repairs on Scott's creek bridge, rebuilding Batchelor's creek bridge, repairing Core creek bridge, Trent and Neuse river Draws, Stony Creek, bridge new piling in approach to Morehead warehouse, repairs to warehouses and platforms at LaGrange and Goldsboro, new Warehouse and Platform at Falling Creek (which they omitted altogether) new timbers in Morehead Turn-table, housing in and repairing Water-tanks at Newport, Kinston and LaGrange, upon all of which they omitted to place a value in their examination and report, made and completed Aug. 25, 1882.

Supplemental Report of Dr. Thos. D. Hogg, Expert.

GOLDSBORO, N. C., November 9th, 1882.

Col. JNO. D. WHITFORD, President, &c.:

Dear Sir:—I submit the following table in answer to yours and Gov. Jarvis' request that I would revise my report as to the condition of the cross-ties. I stepped from a hand car, at different points on the road, indicated by myself, and heretofore unknown to me. I then counted and carefully examined five hundred cross-ties just ahead of my car, each time I stopped, divided as follows:

	New.		*Old.*		
MILE.	SAP.	HEART.	ROTTEN.	SOUND.	TOTAL.
47	5	10	31	454	500
50	35	4	57	404	500
52	55	4	42	399	500
56	103	12	34	351	500
62	0	81	13	406	500
64	69	26	13	392	500
69	45	13	17	425	500
70	31	0	47	422	500
73	45	39	19	397	500
75	25	40	17	418	500
79	8	59	30	403	500
82	66	40	14	380	500
85	48	55	19	378	500
88	26	57	21	396	500
92	58	23	8	411	500
94	5	53	13	429	500
	624	516	398	6,463	8,000

I required the section master to point out to me the cross-ties which he would take out of the road this year if he had a plenty of cross-ties on hand; these I called rotten ties. He also classed the new ties sap or heart, and I watched him carefully to see if I agreed with him.

There are about 2,100 cross-ties to the mile in this road, and in the ninety-five miles 199,500; so if the miles tabulated above are a fair

average of the road, as I take them to be, there would be in the whole road 15,500 sap ties, 12,900 heart ties, 9,950 rotten ties, 161,150 sound ties. The ties denominated sap and heart are new, and have been placed in the road since the lease. So 28,400 rotten ties have been taken out by the lessees, and there remains in the road 9,950 rotten ties, as above stated. Hence, I conclude that the cross-ties are in better condition than they were when the road was leased.

The estimate above given applies to the road west of Newbern. I did not have time to go east of that place so as to report to this meeting. But in my former report, I called attention to the fact that the cross-ties east of Newbern were not sufficient in number. Therefore, the ratio above given may be too large for that part of the road.

I began my examination at mile 47 because I could not get a hand car until I reached that point on a material train from Newbern.

I find on this trip that the new ties which are now coming in are much better than those formerly used.

Yours Very Truly,

THOS. D. HOGG,
Expert A. & N. C. R. R.

ROAD MASTER'S REPORT.

NEW-BERNE, June 27, 1882.

J. W. ANDREWS, Esq.,
CHIEF ENGINEER AND SUP'T M. N. C. RAILWAY:

Sir:—

As directed I herewith hand you a comparative statement of the work done in the Road Department of the A. & N. C. Division from July 1st to May 31st:—

Months.	*Road Department.*	1881.	1882.
July 1880	"	$1,340.07	$1,514.20
August "	"	1,287.52	1,804.45
Sept. "	"	1,774.58	2,423.08
Oct. "	"	1,315.01	5,125.64
Nov. "	"	1,306.29	2,962.05
Dec. "	"	1,416.71	1,696.93
Jan. 1881	"	1,221.75	1,761.84
Feb. "	"	1,322.37	1,423.53
March "	"	1,373.90	1,537.47
April "	"	1,638.51	4,211.75
May "	"	3,249.95	1,963.82
		17,246.66	26,424.76
Steel rails not included in the above,			5,280.00
Extraordinary and permanent improvements, being now constructed at New-Berne, car shed $350; passenger depot $750; car shop $650,			1,750.00
		$17,246.66	$33,454.76

The condition of the road, commencing at Goldsboro, you will find as follows:—

Goldsboro; the platform at the brick warehouse new throughout. and also new cotton platform and new water station complete.

Stony Creek bridge; good order, new trestle, roof painted with metalic paint.

La Grange; warehouse thoroughly repaired and painted.

Falling Creek; new warehouse and platform.

Kinston; warehouse in good order.

Neuse River bridge; thoroughly overhauled; new centre put in draw and new house built for the bridge watchman.

Southwest bridge; thoroughly overhauled.

Dover; new warehouse and platform.

Core Creek; trestle thoroughly overhauled.

Jack Smith's Creek bridge; thoroughly overhauled and in good order.

New-Berne; brick warehouse in good order; new car shed; new passenger depot; new President's, Superintendent's and Directors' offices, all nearly completed.

Trent River bridge; in safe condition; new piling driven and capped to make approach to draw safe for vessels.

Scott's Creek bridge; roof painted, and in good order.

Havelock bridge; overhauled and in good order, and material on hand for new warehouse and platform.

Newport bridge; in good order.

Wildwood; new warehouse and platform.

Morehead City; platform now being repaired, and new piling being driven.

List of tools and material on hand on May 31, 1881, and May 31. 1882.

As above,	1881.	1882.
	3,942.66	4,891.60.

Respectfully Submitted,

HUGH MURDOCH, Road Master.

Supplement to Road Master's Report.

To this even date, Mr. Murdoch returns the following as additional work since the date of his annual report June 27:—

Morehead pier; 40 piles driven and braces and caps put in,.....	$275
Havelock; a 20x30 warehouse and platform,.....	250
A three quarter mile branch track to saw mill, costing, in addition to Ashley's gratuitous labor and material, ...	300
Trent River Bridge; repaired draw and put in three caps and four stringers,.....	
New-Berne Station; station building completed and furnished, cost,.....	2,750
President's and Superintendent's offices,.....	750
New fencing about yard,.....	75

Changing tracks in yard and laying new one..... 500
New water tank completed..... 350
Repairing old tank,..... 25
New tank at shops, new floor in round house and repairing Master Machinist's office,..... 225
Finishing work on car shed,..... 300
New stringers in Red Hill culvert.....
New stringers in culvert near residence Capt. Oaksmith,.....
New stringers in Core Creek bridge,.....
Added 9,000 square feet of platform to Goldsboro warehouse,..... 450
New track (400 feet) into rice mill,..... 200
New steel crossing W. & W. R. R.,..... 250
New stringers in 3 cattle guards on section No. 1, beginning at Morehead .....

The section hands all along the line are at work during dry weather levelling, up lining and surfacing track, shrubbing right of way, &c.

MASTER MACHINIST'S REPORT.

NEW-BERNE, MAY 31, 1882.

J. W. ANDREWS, Esq.,

CHIEF ENGINEER AND SUP'T. M. N. C. RAILWAY:

Sir:—

Herewith please find statement of condition and cost of repairs on machinery and rolling stock in this department for the eleven months ending with May 31, 1882.

Engine No. 2, Chas. F. Fisher, has done the shifting at New-Berne since July, 1881, and we have purchased from the Abbott Iron Company material for new boiler and tank at a cost of about $500.

Engine No. 3, John D. Whitford, running passenger train; has had new set of steel tubes ($300); new stack ($70) and set of Westinghouse air brakes ($400).

Engine No. 4, John Stanly, running passenger train and has had Westinghouse air brakes attached at a cost of $400, besides other necessary repairs.

Engine No. 6, Wm. Gaston, is in good running order and hauling construction train on Smithfield Branch.

Engine No. 7 is in running order, hauling construction train and doing good service.

Engine No 8, Wm. J. Best, has lately been thoroughly overhauled and is now in first class condition.

Engine No. 9. Lewis Coleman, has been rebuilt with partial new boiler, set of steel tubes, &c , completed in January, 1882, at a cost of $2,700.81, now doing the work of a first class engine.

Engine No. 1, Gov. Bragg, was received from the A. & N. C. R. R. as "scrap" and valued at $1,500. Have under construction for her a new boiler and tank, have purchased new steel axles and tires, iron for

stack, truck wheels, &c., and repaired her machinery. Have expended upon her to date $1,961.32.

Passenger, Baggage and Mail Cars:

We have in good running order three first class cars, six second class and two baggage and mail cars. To one of the second class cars, overhauled and rebuilt in July and August last, we gave a complete set of new trucks and seats at a cost of $1,000. Have also equipped with Westinghouse air brakes, one first class, two second class and two baggage and mail cars at a cost of about $150 each. Total cost for repairs, oils, brasses, &c., for passenger cars $3,585.02. We purchased two first class cars from the Jackson & Sharpe Company last August for $4,200 each. We have on hand material for necessary repairs to first class car No. 4 (old) and to be rebuilt.

Box, Flat, Gondola and Shanty Cars:

We have 36 box, 28 platform, 2 Gondola and 2 shanty cars. Ten of the box cars are new, built since October, 1881, and are of 28,000 lbs. capacity. Two of them were finished specially for the Express Company to haul fish, at an additional cost of $60 each. Two of the Gondola and two of the platform cars have been built since January, 1882. We have on hand and ready framed material enough, (lacking some small stuff) for 7 box cars of 28,000 lbs capacity. The trucks will be iron of the Thielsen pattern. The patterns, forms, and all the necessary material such as springs, oak for bolsters and brake beams, iron for hangers, arch and tie bars, axles and wheels, are all on hand, and the cars will be pushed to completion. We have bills with Messrs. McLean and Congdon for 30 box and 20 platform cars, and some of the stuff has been delivered.

The total cost for the 10 box, 2 platform and 2 Gondola cars and labor framing the six other Gondolas is $5,536.34. The total cost of new wheels, axles, journals, brasses, general repairs, &c., on old freight cars has been $2,717 66.

Shops:

The shops, machinery, tools, patterns, &c., are in as good condition as they have been for several years past. We have made some slight additions to the machinery; one Emory grinding machine $110; one mortising machine $22. We have made several new and expensive patterns within the past year costing $350.45, and have erected a tower with windlass and drop hammer for breaking old car wheels and other heavy castings for use in the foundry, costing $125.

The roof of the machine shop and round house which had been badly leaking for several years, doing much damage to the timbers supporting the roof, so much so that it was dangerous, has been recently thoroughly repaired, and is now without a leak and safe for several years.

The new car shop now building, 50x125, will have floor room for erecting six cars at a time, and with the proper machinery we can turn out 12 to 15 cars per month.

I am pleased to say that the shops, machinery, rolling stock, i. e., cars,

engines, &c., are in as good condition as they have been for several years.

Officers' Car.

This car will be finished and ready for use about the 15th June, and will cost when completed about $4,600. It is a superior car of its class, and is equipped with the Janney platform and buffer and Westinghouse air brake.

Respectfully Submitted,

BASIL MANLY, Master Machinist.

Supplementary Report of Master Machinist.

New-Berne, N. C., Nov. 10, 1882.

J. W. ANDREWS, Esq.,

Chief Engineer and Sup't. M. N. C. Railway:

Sir:—

Anticipating the necessity for more motive power to meet the increasing demands of our transportation department, two new and powerful locomotives were ordered of the Rhode Island Locomotive Works last summer, which undertook to deliver them at Goldsboro on the 15th of October last. During the early part of that month I inspected the engines at Providence as they were turned out of the shops completed. We have telegrams that they were shipped on the 8th inst., after many delays by the Pennsylvania Road, and the engines should reach Goldsboro early next week. With these engines to do the regular freight business, our motive power, with the improvement and additions we are making in the shops, will be adequate for all purposes.

As a comparative statement of the general condition of rolling stock, engines, cars, shops, tools, and machinery, and improvement to same for the sixteen months ending October 31, 1882, I beg to submit the following:—

Passenger Cars.

Total cost for repairs &c , $4,843.57. Of this amount $1,500 is for rebuilding second-class car No. 9, and attaching air-brakes, Janney platforms and couplers; and $830 is for equipping one other 2nd class car, two baggage and mail cars with same, and re-painting. The passenger, baggage and mail cars are in good running order, except first-clas No. 4, (old) in repair shop requiring $1,200 to put it in first-class condition. The two first-class cars purchased in August 1881 have been in constant use ever since, are now in first-class order and running every day.

Old Freight Box Cars.

All of these cars are in good running order and are in constant use, except No. 38, now in repair shop. We have put under these cars in the last sixteen months about 60 new wheels and 18 new axles, which cost $1,010.

Flat Cars.

We have 33 Flat cars in running order. Five been broken up—condemned as worthless—since June 1881. These cars were valued in the

inventory of Messrs. Yates and Harding at $150 each. The old wheels, axies and Iron on one of these cars are worth to this Company $60.00

New Freight Cars.

We have built since July 1881 10 Box cars of 12 tons capacity; 5 Flat or Coal cars of 10 Tons capacity; 4 Coal cars of 15 tons capacity, all eight wheel cars. The 4 coal cars of 15 tons capacity are equipped with the iron channel-bar truck of the Thielsen pattern. We are now prepared with the patterns and everything for building cars of twenty tons capacity, cheaper than they can be purchashed at any of the regular Car building establishments. We have lumber on hand and framed ready for the iron work for seven more box cars of 20 tons capacity. Total cost of new freight cars to date $7.965.26.

Engines.

The Engines out of service are the Charles Fisher and Dr. Hawks. We have iron on hand and paid for, for building new boiler and tank for the Fisher. The machinery is in good order, and the Engine will be put in first-class condition for $3,500.

Engines "3" and "7" are the material and switch Engines respectively.

Engine No. 4 is in good running order and has lately been equipped with Westinghouse air-brakes for Engine and tender at a cost of $400.

Engine No. 6, Wm. Gaston, is now in shop having new barrel to boiler put in, and will be ready for service in about two weeks. Has been equipped with air-brake attachments to Engine and tender at a cost of $400.

Engine No. 9, rebuilt in December and January 1881-'82, new boiler &c., at a cost of $2.700 is in good running order.

Engine No. 8, Wm. J. Best. which was overhauled last Spring and put in thorough order at a cost of about $800, and has since been hauling freights, met with an accident on the morning of Nov. 7th at Goldsboro, caused by broken axle under engine, which threw her from the track and overturned her. Damage to the machinery about $300 only, but as we have her in the shops we shall overhaul her at an additional cost of $500, and put her on the road in much better condition than before the accident.

Engine No. 12, Gov. Bragg, received from A. & N. C. R. R, as 'scrap' valued at $1,500 has been carefully rebuilt with new boiler of $\frac{3}{8}$ iron in shell and wagon-top; $\frac{1}{2}$ inch in tube-sheet; steel tubes from National Tube Works of Boston; new tank of $\frac{1}{4}$ inch iron, and iron trucks. This is a complete new Engine except the frame, cylinders and wheel centres, and built with all the modern improvements, air-brakes, injectors, &c. Put on the road Nov. 6, and cost to rebuild her $6,000.

Shops.

The shops, machinery, tools, &c., are all in good running order and show many improvements and additions in detail. None of the Shop buidings or Round House have leaked since this Company put them in order and overhauled them last year.

BASIL MANLY,
Master Machinist.

Statement from General Book Keeper.

NEW BERNE, N. C., Nov. 20, 1882.

J. W. ANDREWS,

CH'F ENG. & SUPT. M. N. C. RAILWAY.

Sir:

The following is a comparative statement of expenditures of the last sixteen months operations of the old management of the A. N. C. R. R. and the first sixteen months of the Midland management under the lease:

	A. & N. C. R. R.	M. N. C. R'y.
Motive power,	$ 26,062.94	$ 30,461.05
Maintenance Cars,	8,428.90	10,155.83
Maintenance Roadway,	28,323.14	29,673.11
Conducting Transportation,	30,120 85	34,755.80
General Expense,	12,189.84	9,392.00
Permanent Improvement and Equipment		38,431.94
	$ 105,125.67	$ 152,869 13
		105,125.67
		$ 47,743.46

Respectfully Submitted,

S. L. DILL,
Genl. Book Keeper.

GENERAL REMARKS.

When I first came upon this Road in July, 1881, as Superintendent, I found the rolling stock, road-bed and structures in such a worn out and broken down condition that without the extensive repairs which were immediately made by the Midland N. C. Railway Company, it would long ago have been impossible to run a train of cars over the road from Goldsboro to Morehead City.

Immediately on taking charge of the A. & N. C. R. R. property, Gen. Manager Yates, added one man each to the laboring force of every Section, and an additional Section was put in, with a thoroughly equipped construction train on the line; and for the six summer months of our occupancy of the road an extra construction train was employed. On taking charge as Chief Engineer and Superintendent, I added another man to each of the Section forces.

General Book-Keeper Dill reports that we have expended for maintenance of road-way $29,673.11; and for per-

manent improvements and equipment $38,431.84. And that the labor and improvement of these Section forces and expenditures are apparent along the line of the road is manifest in the fact that during the past summer, a schedule was maintained between Goldsboro and Morehead City one hour and forty minutes quicker than the running time when the Midland Company leased the road.

The failure of the Rhode Island Locomotive Works to deliver our new freight Engines by the 15th October, which they contracted to do early last summer, threw the weight of our heavy Fall business upon the old, light locomotives, which, for the most part have been in use on this road for the past twenty-five years, and this draft upon our motive-power resources was such as to embarrass us in our operations, and regular Schedule time has often been lost and several connections missed during the past thirty days. Added to our embarrassments two of our latest overhauled and best Engines, Lewis Coleman and W. J. Best were thrown from the track by broken axle and truck, at Goldsboro, and temporarily crippled, the W. J. Best requiring to be towed down and put in the Shop for repairs.

But no defect of roadway or structure has caused an hour's delay to any train, a dollar of damage to any rolling stock, or for a moment endangered life, limb, or property; and the road-bed, superstructure, and bridges are in condition to render safe any Schedule it has ever been found necessary or desirable to run over the road.

Under the Midland management the details of operations have been left in the hands of such men as we found at the heads of various departments and these have had command of ample resources.

The very skillful and highly accomplished Master Machinist, Mr. Manly, we found in charge of the Machine Shops, and Motive Power under the old management, while under this he has governed with increased forces and facilities. For Motive Power and maintenance of Cars, Mr. Manly has expended $40,616.88; Permanent Improvement and Equipment $25,763.40. His department he reports in good order; though Expert Lewis says it

has deteriorated thirty per cent. for the past sixteen months! Absurd and preposterous.

The thoroughly competent Road Master, Mr. Murdoch was with the road at its birth, and as Master of Roadway, has performed his duties in a thoroughly satisfactory manner. He has expended on maintenance of way and Permanent Improvement, $42,341.65. He pronounces the road safe and in good condition.

Upon the statements of these officers of detail, and Dr. Thos. D. Hogg, the chosen Expert of the A. & N. C. R. R. Co., all of whom are accredited to us and the public as honorable and reliable men, I might safely rest the present condition of the Road before the public and your Company; and upon their statements and my own intimate knowledge of the condition of a property which I superintend, I pronounce the report of Expert Genl. W. Gaston Lewis untrue in statement and in detail.

He has willfully ignored and shut his eyes to every improvement this Company has made along the line of the road. Into the Pier, approach, or "bulk-head" of the Warehouse at Morehead, where he lodges his first complaint, forty piles were driven in June and July last. Not that they were really needed, but in deference to an expressed desire of Gov. Jarvis. Gen. Lewis recommends driving heart piling in salt water, whereas, if he knew enough to write himself "Expert" he should know that worms will not attack timber with the bark on; that they make slow progress through sap; while they go through the heart in a single season. This worm is called *Toredo*, and it is not practicable to construct anything of wood in these salt waters to resist his ravages in the absence of artificial protection.

The embankment at Morehead and along the entire line of road is quite as high and wide as we found it, and his recommendations regarding raising, widening and weeding out the roadway, ditching, &c., as a reflection or criticism on this management come with bad grace at the dictation of a management which for years had neglected them all and suffered them to go down under its perishing policy.

There appears to have been a conjunction in finding a

dangerous cattle guard near the residence of Appleton Oaksmith. New stringers were put in here within the past six months, and some neighbor having nailed rough timbers on the stringers to prevent hogs walking over led this Expert into the idea that the cattle guard was unsafe. The culverts he pronounces dangerous on this Section, have, according to report of Road Master, had attention within the past few months, and are all absolutely safe.

Respecting the cross ties in the road from one end to the other, their condition and distance from centre to centre ; those which are three feet were laid so by preceding managements, not ours. In his last report, before the lease, President Whitford said he had distributed fifteen (15.000) thousand cross ties during the year. Dr. Hogg, the A. & N. C. R. R. Co.'s Expert estimates that we took up and replaced with new ones, 28,400 rotten cross ties. Mr. Dill our Gen. Book-Keeper reports that we have paid for and put down during the past sixteen months 27,922 cross ties, costing $5,584.54.

Great stress is laid by Expert Lewis on sap ties. Dr. Hogg says they are new, consequently safe and sound at the present time. Their life time may be short (not as short as two years,) but as an indictment of the unsafe condition of the road the sap tie count of Expert Lewis fails. Expert Hogg says to his President, Col. Whitford in special report, Nov. 9 : "I conclude that the cross ties are in better condition than when the road was leased."

There are no bridges on the road in bad order. On the contrary they are all in good order. See report of Road Master. Trent bridge I have personally tested with axe and auger, as well as Neuse bridge. I find the stringers to be of heart cypress, with an occasional sap edge showing slight signs of decay in the sap. I find all the timbers in these structures sound, and the bridges have a factor of safety of six, all that is required of a new structure of this kind. Some lateral braces are out of Trent bridge, many of them originally left out for the accommodation of small boatmen, but none in a dangerously decayed condition, and their absence is not an important consideration. This bridge and all bridges have, by my orders, the

constant attention of the Road Master, and are kept absolutely safe.

Reaching New-Berne, this Expert finds parapet walls on the General Warehouse which he recommends should come down, and the eaves made to project over the platforms. What platforms? There are no platforms to the warehouse, the tracks running the cars close alongside the building. Parapet walls did once run up on the warehouse, but these were long since removed, taken down I am informed under the administration of President Humphrey in 1875. What sort of Expert is this that don't know the difference between a warehouse platform and a railroad track, and can't tell a flush roof from parapet walls!

His statement as to the leaky condition of the Shop roof, &c., is absolutely and unqualifiedly untrue. See report of Master Machinist Manly. The repairs he recommends to shop roof, &c., were made by us a year ago. These did leak under our predecessor's management, the shops tumbling down and dangerous. See Manly's report, and also files of a paper published in New-Berne in the interest of a lease to Wilmington & Weldon Railroad, 1880–'81, from which the report of Expert Lewis appears to have been compiled.

This Expert values our new passenger station and President and Superintendent's offices at $1,250; they cost $3,500. He says the Pier at the River Warehouse is built on inferior piles. This is not true. They were ordered cut of long leaf pine, and were the best to be had up Neuse River.

This report is an exaggeration and misrepresentation from beginning to end, grossly and wilfully so, and it was procured for a purpose. Instead of applying to this Company for a hand car to go over the road and examine it as often as they see fit, which is the right and the privilege of the A. & N. C. R. R. Co., they hire a man, disguise him, and send him over the road on foot, in secret, who, when he becomes tired and foot-sore above New-Berne, annoys and quarrels with our Section men for refusing his persistent demands to be taken on. A report thus procured was not intended to be truthful, honest, manly, fair

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